
Public Scoping Comments – Los Angeles County

Appendix G



U.S. Department
of Transportation
**Federal Railroad
Administration**



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"
Russ Guiney, Director

November 19, 2009

comments@hsr.ca.gov

Mr. Dan Leavitt
Los Angeles to San Diego via Inland Empire HST Project EIR/EIS,
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

**NOTICE OF PREPARATION OF A PROJECT LEVEL ENVIRONMENTAL IMPACT
REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS) FOR A
LOS ANGELES TO SAN DIEGO VIA INLAND EMPIRE
HIGH-SPEED TRAIN SYSTEM**

The Notice of Preparation for an EIR/EIS for the Los Angeles to San Diego via Inland Empire section of the California High-Speed Train System has been reviewed for potential impact on the facilities of this Department. Construction of the project as described in the Notice of Preparation may impact facilities under the jurisdiction of this Department for which we offer the following comments:

- The project Program Alignment may impact the following County trails:

#2- Proposed Los Angeles River Trail Extension
#5 – Rio Hondo River Trail
#8 – San Gabriel River Trail
#10 – San Jose Creek Trail
#11 – Schabarum Trail

Although the actual trail easement has not been acquired to date for #2 – "Proposed Los Angeles River Trail", having the trail cross under the rail is preferred as the safest means of trail design. Additionally, this design could also serve as a wildlife corridor. For trail inquiries, please contact Robert Ettleman, at (213) 351-5134 or at rettleman@parks.lacounty.gov

- The following County parks are in the vicinity of the proposed Program Alignment. Please provide an analysis for the project's potential impact on the facilities listed below:

Saybrook Park - 6250 E. Northside Drive, Los Angeles 91001
Parque de Los Suenos - 1333 Bonnie Beach Pl. Los Angeles 90032
Amigo Park - 5700 South Juarez Avenue, Whittier 90606.

Mr. Leavitt
November 19, 2009
Page 2

- Construction and operation of the project as described in the Notice of Preparation would create noise and air quality impacts to park patrons. Mitigation measures need to be developed that will reduce the noise and air quality impacts.

The project needs to avoid heavily used recreation areas, parks and wildlife corridors, as well as preserving open space. The EIR should analyze direct and indirect impacts to recreational facilities including trails. Thank you for including this Department in the review of this environmental document. If we may be of further assistance, please contact me at (213) 351-5129 or jchien@parks.lacounty.gov

Sincerely,



Jui Ing Chien
Park Planner, Environmental

JUI:Response-CAHighSpeedRail – LA to San Diego via Inland Empire

Enclosure

c: Parks and Recreation (N.E. Garcia, L. Hensley, H. Sohm, F. Gonzales, J. Mendoza, R. Ettleman)

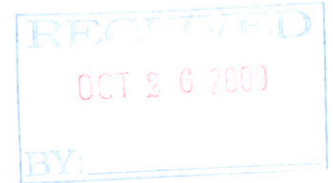
DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-0703
FAX (213) 897-0685
TTY (213) 897-4937



*Flex your power!
Be Energy efficient!*

October 20, 2009



Dan Leavitt
California High Speed Rail (CHSR) Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Acceptance to become Participating Agency on the Los Angeles to San Diego via the Inland Empire High Speed Rail Project EIR / EIS

Dear Dan Leavitt:

In response to your invitation to become a Participating Agency for the above referenced segment, our office is currently working on and reviewing the material your office provided for the referenced project. We accept your invitation to become a Participating Agency for the CHSR project. We look forward to working with you on this project and would like to provide any engineering or environmental assistance within State right-of-way. This would include proposed alignments and alternatives that are adjacent to, or intersect with the California Department of Transportation (Caltrans) Highway System.

As we progress through the environmental process let's keep in mind the probability that Caltrans, as FHWA's delegated NEPA agency, would most appropriately be ultimately identified as a Cooperating Agency. This is due to our direct involvement in the environmental document and permitting process.

If you have any questions, please feel free to contact Aziz Elattar, Office Chief, at (213)-897-0686 or myself at 213-897-0703.

Sincerely,

RONALD KOSINSKI
Deputy District Director
Division of Environmental Planning
Caltrans-District 7



San Gabriel Valley Council of Governments

3452 East Foothill, Suite 910, Pasadena, California 91107-3142 Phone: (626) 564-9702 FAX: (626) 564-1116 E-Mail SGV@sgvcog.org

OFFICERS

President

Thomas King

Vice President

Angel Carrillo

2nd Vice President

David Spence

3rd Vice President

Barbara Messina

MEMBERS

Alhambra

Arcadia

Azusa

Baldwin Park

Bradbury

Claremont

Covina

Diamond Bar

Duarte

El Monte

Glendora

Industry

Irwindale

La Cañada Flintridge

La Puente

La Verne

Monrovia

Montebello

Monterey Park

Pasadena

Pomona

Rosemead

San Dimas

San Gabriel

San Marino

Sierra Madre

South El Monte

South Pasadena

Temple City

Walnut

West Covina

First District, LA County

Unincorporated Communities

Fourth District, LA County

Unincorporated Communities

Fifth District, LA County

Unincorporated Communities

SGV Water Districts

EXECUTIVE DIRECTOR

Nicholas T. Conway

November 20, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
Attn: Los Angeles to San Diego Section EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

On behalf of the San Gabriel Valley Council of Governments (SGVCOG), thank you for the opportunity to comment on the California High-Speed Rail Project. At our November meeting, the Governing Board unanimously voted to "support in concept" the California High Speed Rail Project, including the Los Angeles to San Diego Segment, which is to be routed through and include at least one station in the San Gabriel Valley. We look forward to working with the CHSRA to address the operational and environmental issues, including train speeds, noise and grade separations, as well as specific routing, right-of-way and station identification issues associated with this project.

Should you have any questions or wish to discuss this further, please contact me at (626) 564-9702.

Sincerely,

Thomas P. King, President

Kris Livingston

From: Richman, Rachel H. [RRichman@bwsllaw.com]
Sent: Thursday, November 19, 2009 4:48 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire
Attachments: Attached.PDF

<<Attached.PDF>>

Rachel H. Richman, Esq.
Partner

3700 Wilshire Boulevard, 10th
444 South Flower Street
Suite 2400
Los Angeles, California 90071-2953
213.236.0600 phone
213.236.2700 fax
213.236.2828 direct
rrichman@bwsllaw.com
www.bwsllaw.com

The information contained in this e-mail message is intended only for the CONFIDENTIAL use of the designated addressee named above. The information transmitted is subject to the attorney-client privilege and/or represents confidential attorney work product. Recipients should not file copies of this email with publicly accessible records. If you are not the designated addressee named above or the authorized agent responsible for delivering it to the designated addressee, you received this document through inadvertent error and any further review, dissemination, distribution or copying of this communication by you or anyone else is strictly prohibited. IF YOU RECEIVED THIS COMMUNICATION IN ERROR, PLEASE NOTIFY US IMMEDIATELY BY TELEPHONING THE SENDER NAMED ABOVE AT 213.236.0600. Thank you.

IRS Circular 230 Disclosure: In compliance with certain U.S. Treasury regulations, please be informed that unless expressly stated otherwise, any U.S. federal tax advice contained in this communication, including attachments, was not intended or written to be used, and cannot be used, for the purpose of avoiding any penalties that may be imposed by the Internal Revenue Service. In addition, if any such advice is used or referred to by other parties in promoting, marketing or recommending any partnership or other entity, investment plan or arrangement, then (i) the advice should be construed as written and (ii) the taxpayer receiving said communication should seek advice based on the taxpayer's particular circumstances from an independent tax advisor.



BURKE, WILLIAMS & SORENSEN, LLP

444 South Flower Street - Suite 2400
Los Angeles, California 90071-2953
voice 213.236.0600 - fax 213.236.2700
www.bwslaw.com

Direct No.: 213.236.2828
Our File No.: 00006-0001
rrichman@bwslaw.com

November 19, 2009

SENT VIA E-MAIL: comments@hsr.ca.gov

Mr. Dan Leavitt, Deputy Director
ATTN: LA-SD HST Project EIR/EIS
California High-Speed Rail Authority

Re: City of Alhambra's Response to California High Speed Rail Authority's
Participating Agency Invitation Letter

Dear Mr. Leavitt:

Our office is City Attorney for the City of Alhambra. This letter is in response to the California High Speed Rail Authority's ("Authority") Participating Agency Invitation Letter for the Los Angeles to San Diego via the Inland Empire High Speed Train Project EIR/EIS ("Project EIR/EIS"). Your letter asks the City to inform the Authority if it has any comment on the Project EIS. The City Council has indicated that they are supportive of the concept of a High Speed Train Project as currently described in the EIS. The City is also supportive of the preferred alignment and the alternative alignment options that are discussed in the Environmental Impact Statement.

In the event that the alignment options change the City of Alhambra reserves its rights to provide comment on the EIR. For example, if the alignment option was altered to run from Union Station along the 10 Freeway passing through California State University at Los Angeles, the City will want to review and provide additional comment on the Project and EIR.

Sincerely,

Rachel H. Richman
City Attorney
City of Alhambra

cc: Julio Fuentes, City Manager
Jessica Keating, Assistant to the City Manager



CITY OF CLAREMONT

Community Development Department

City Hall
207 Harvard Avenue
P.O. Box 880
Claremont, CA 91711-0880
FAX (909) 399-5327
www.ci.claremont.ca.us

Building • (909) 399-5471
Planning • (909) 399-5470
Engineering • (909) 399-5465
Community Improvement • (909) 399-5467
Administration • (909) 399-5464

November 19, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Letter also sent via email to:
comments@hsr.ca.gov

Dear Mr. Leavitt:

Los Angeles to San Diego via the Inland Empire Section HST Project EIR/EIS

This purpose of this letter is to provide comments for your use in the development of the scope of the EIS/EIR on the Los Angeles to San Diego via the Inland Empire Section of the proposed California High-Speed Train System (HST.) In particular, our comments address the Alternative Technical Working Group (TWG) Alignment that follows the Metro/Metrolink railroad right-of-way between El Monte and the Ontario Airport. This right-of-way alignment goes through the City of Claremont and Claremont's historic downtown Village. The City of Claremont is strongly opposed to the use of this alignment for the High-Speed Train System, as it would result in very severe environmental impacts on the Claremont community.

Of particular importance is that the right-of-way along this alignment in Claremont is insufficient to accommodate the High Speed Train System. Currently, there are two continuous railroad tracks in the right-of-way through Claremont to serve Metrolink, and two additional tracks are to be added for the Gold Line adjacent to the Metrolink tracks. Planning for the additional Gold Line tracks and the necessary platforms at the Claremont Historic Depot has already been very challenging because of the limited width of the right-of-way in Claremont. To accommodate the Gold Line tracks, the Gold Line Authority is having to purchase additional land from the owners of property along the alignment, which will limit future economic development opportunities in the City's small downtown core. The purchase of even more additional land from adjacent property owners would impact existing development and will have greater economic impacts on the community.

Another challenge has been to maintain Claremont's historic depot as the hub for transit operations in Claremont, and to integrate the use of the depot with the City's historic downtown. Currently, an on-grade pedestrian crossing is the only way access can be

provided to the two Metrolink tracks from the narrow platform at Claremont's historic depot, and Claremont has strongly supported keeping the on-grade crossing for access to the tracks and to provide inter-model connections when the Gold Line tracks are added. Note that there is no reasonable way to tunnel or install an elevator system to provide access to the three narrow platforms given the limited right-of-way.

Technical information about the Gold Line project including right-of-way needs, needed improvements, and environmental issues can be found in Gold Line Phase II Foothill Extension FEIS/FEIR, July 7, 2005. Advanced Conceptual Engineering Drawings of the Claremont station, prepared by Korve Engineering, are also available for your use.

Besides the physical constraints discussed above, the use of the Metrolink alignment for the High Speed Train would have serious adverse impacts on the character and social environment of the City. Claremont has worked continuously since its founding to create and maintain the City as a special place, a true community made up of neighborhoods with a traditional downtown as its core. Interconnectivity between neighborhoods, community design, and historic preservation are especially important in Claremont. The City's built environment has a human scale that contributes to the pedestrian experience and the livability of the City, giving the City a more intimate feel than many other southern California cities.

A high-speed train through the center of Claremont would act as a physical barrier, separating parts of the City. It would reduce the livability of the many quiet residential neighborhoods that abut the Metrolink tracks continuously from the Village core to the City boundaries. These residential neighborhoods are largely made up of modest one-story homes on relatively small properties. There is no way to provide a buffer from the train for the many residents that live adjacent to the tracks, and it would be difficult and very costly to retrofit these homes with new insulation, windows and other improvements to deal with potential noise and vibration impacts.

East and west of the depot, are Indian Hill Boulevard and College Avenue, that have vital at-grade railroad crossings connecting the south Village area to the City's historic core. These two streets also function as major north-south transportation corridors in the City. Further, College Avenue provides a pedestrian access point for Metrolink and the future Gold Line. Congestion and pedestrian safety at these intersections are serious concerns for the community and have been the focus of considerable discussion and study. The addition of a High Speed Train System would greatly increase safety and congestion concerns.

Underpass or overpass crossings at these intersections are not feasible because necessary gradients and clearances for approaches could not be provided, pedestrian and vehicular access to businesses would be eliminated to a large part of the downtown area, substantial changes would be required to the circulation patterns in the downtown Village, and the scale and character of the Village and nearby residential neighborhoods

Mr. Dan Leavitt
November 19, 2009
Page 3 of 3

would be severely impacted. The City would also have congestion and pedestrian safety concerns at the other at-grade railroad rail crossings on Claremont Boulevard and Cambridge Avenue.

Claremont requests as you are preparing your analysis on the Metrolink alignment, that you involve the City in the process. We also request to receive environmental documents and studies that are completed related to this alignment.

Claremont appreciates your consideration of the above comments as you prepare the scoping for the EIR/EIS for High Speed Train. If you have questions about anything discussed in this letter, or if want to discuss any matter related to the Metrolink alignment, please call me at (909) 399-5464.

Sincerely,



Anthony Witt
Community Development Director

c: City Council
Jeffrey C. Parker, City Manager
Tony Ramos, Assistant City Manager
Craig Bradshaw, City Engineer
City of Upland
City of Montclair
City of Pomona



CITY OF COVINA

125 East College Street • Covina, California 91723-2199

www.ci.covina.ca.us

November 18, 2009

Mr. Dan Leavitt
Deputy Director, California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

In response to the Notice of Preparation for the project Environmental Impact Report on the Los Angeles to San Diego segment of the High Speed Train System, the City of Covina would like to express its concerns regarding the use of the Metrolink San Bernardino Line Right of Way through the City of Covina.

An elevated structure adjacent to residential neighborhoods would significantly impact our community. Therefore, I would like to state our opposition to the use of the Metrolink San Bernardino Right of Way as a possible high speed rail corridor.

The City of Covina supports a high speed rail alignment that would use the Interstate 10 corridor and would make a San Gabriel Valley stop at the City of El Monte Bus Terminal. The El Monte Bus Terminal is already the busiest bus terminal west of Chicago and will be rebuilt in the next year, making the El Monte bus terminal the most logical location to take advantage of intermodal connections in the San Gabriel Valley.

We appreciate the opportunity to comment on the High Speed Rail project and look forward to continued communication with the High Speed Rail Authority.

Sincerely,

Daryl Parrish
City Manager
City of Covina

Kris Livingston

From: Hal Fredericksen [hal@ci.la-verne.ca.us]
Sent: Thursday, November 19, 2009 6:42 PM
To: HSR Comments
Cc: City Manager Martin R. Lomeli; Eric Scherer; Arlene Andrew
Subject: LA-SD HST Section via the Inland Empire- La Verne, California Comments

To Mr. Dan Leavitt, Deputy Director, HST Project:

Thank you for the opportunity to review and comment on the proposed LA-SD High Speed Train project and the potential for an alternative route through La Verne, California. While it appears that this alternate route would be an unlikely route for the project, we wish to comment nonetheless given the potential, as follows:

1. The City of La Verne wishes to continue as a Participating Agency, and to be informed relative to all project information, CEQA/NEPA process and documents, and all hearings and meetings relative to the route through La Verne, California.
2. The City requests that the evaluation of the project and associated environmental documents address all relevant matters, including but not limited to :
 - a. Coordination with the proposed nearby Gold Line light rail lines that will be in close proximity and some cases directly adjacent to the proposed high speed train line.
 - b. Aesthetics
 - c. Potential disruption to existing land uses, including housing and commercial/industrial uses.
 - d. Noise
 - e. Aesthetics
 - f. Necessary grade separations
 - g. Possible loss of mature trees
 - h. Potential traffic impacts

The City of La Verne looks forward to participating in the planning for this project. Please direct all correspondence to:

Hal G. Fredericksen
Community Development Director
City of La Verne
3660 D Street
La Verne, CA 91750

hal@ci.la-verne.ca.us
(909) 596-8706

OFFICE OF THE MAYOR

ELLIOTT ROTHMAN
Mayor



October 29, 2009

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
HST Project EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

RE: Los Angeles to San Diego via the Inland Empire Section

At their Meeting on August 3, 2009 the City Council of the City of Pomona unanimously voted to adopt a Resolution identifying Pomona's preferences for the alignment of the Inland Empire Section of the proposed High Speed Rail Project and asserting the City's desire for the placement of a High Speed Rail station within City limits.

On behalf of the entire City Council I have attached a copy of Resolution 2009-129 and would like to reiterate Pomona's support of routing the San Diego to Los Angeles via the Inland Empire Section of the system through the City of Pomona and the City's strong desire to place a high-speed rail station within our City limits.

Respectfully,

A handwritten signature in dark ink, appearing to read "Elliott Rothman", written over a horizontal line.

Elliott Rothman
Mayor, City of Pomona

RESOLUTION NO. 2009-129

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF POMONA IDENTIFYING POMONA'S PREFERENCES FOR A POTENTIAL HIGH SPEED RAIL ROUTE AND ASSERTING THE CITY'S DESIRE TO PLACE A HIGH SPEED RAIL STATION WITHIN THE CITY

WHEREAS, the California High Speed Rail Authority (CHSRA) is in the process of developing a high-speed rail system that would provide a cost effective and environmentally friendly transportation line spanning from San Diego to San Francisco; and,

WHEREAS, the CHSRA has identified the need to potentially locate six high-speed rail stations on the route portion connecting Los Angeles to San Diego; and

WHEREAS, the CHSRA has identified three proposed route options that could impact and potentially serve the City of Pomona; and,

WHEREAS, the CHSRA wishes to place one high-speed rail station in the San Gabriel Valley Area between the already determined stations to be located in Ontario and Los Angeles; and,

WHEREAS, the City of Pomona is uniquely centrally located between the Inland Empire and San Gabriel Valley regions; and,

WHEREAS, the City of Pomona has well established transportation links including connection to numerous State and Interstate highways and major regional arterial links; and,

WHEREAS, the City of Pomona has a major presence of mass transit opportunities including multiple Metrolink stations and service hubs for major rapid bus transportation; and,

WHEREAS, the City of Pomona's Downtown Area has 26 open projects for transit oriented development to accentuate the City's long term-transportation and development goals; and,

WHEREAS, the City Council has identified preferences outlined below for the proposed route of a high-speed rail line through the City and a strong desire to locate a high-speed rail station within the City limits; and,

WHEREAS, the City is in the process of creating a general plan update which can address transportation related development along corridors expressly linked to the City's recommended station locations and,


NOW THEREFORE BE IT RESOLVED by the City Council of the City of Pomona as follows:

This document is a full, true and correct copy of the original on file in the Pomona City Clerk's Office.

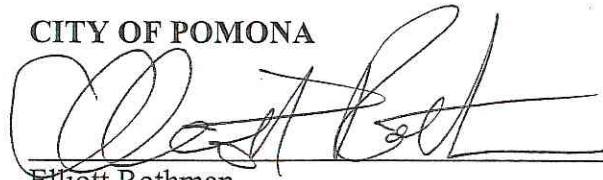
ATTEST:

Maria Michel
City of Pomona City Clerk

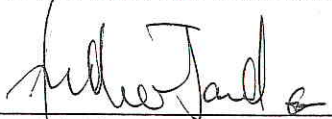
ATTEST:


Marie Michel Macias
City Clerk

CITY OF POMONA


Elliott Rothman
Mayor

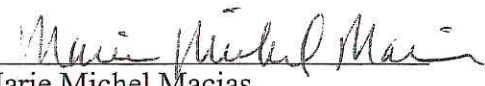
APPROVED AS TO FORM:


Arnold Alvarez-Glasman
City Attorney

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF POMONA

I, MARIE MICHEL MACIAS, CITY CLERK of the City of Pomona do hereby certify that the foregoing Resolution was adopted at a regular meeting of the City Council of the City of Pomona held on the 3rd day of August, 2009 by the following vote:

AYES: COUNCILMEMBERS: Soto, Rodriguez, Carrizosa, Lantz, Saunders, Atchley, Rothman
NOES: COUNCILMEMBERS: None
ABSENT: COUNCILMEMBERS: None
ABSTAIN: COUNCILMEMBERS: None


Marie Michel Macias
City Clerk

This map illustrates three proposed transit routes through the eastern Los Angeles area, overlaid on a topographic background. The routes are labeled as follows:

- Route 1**: A dark grey shaded corridor running north-south through the center of the map.
- Route 2**: A dark grey shaded corridor branching east from Route 1 towards the Pomona area.
- Route 3**: A dark grey shaded corridor branching northeast from Route 1 towards the Covina area.

Key locations and features include:

- Cities/Towns**: El Monte, West Covina, Industry, Cal Poly, Pomona, San Dimas, San Gabriel, Azusa, Arcadia, Monrovia, Rosemead, San Marino, Pasadena, Glendale, Burbank, Van Nuys, Encino, Hollywood, Beverly Hills, Culver City, Inglewood, Watts, Compton, Long Beach, and Torrance.
- Transit Alternatives**: Various colored shaded regions represent different transit options such as "SGV (El Monte) - Alt E", "SGV (West Covina) - Alt D", "SGV (Industry) - Alt A", "SGV (Cal Poly) - Alt C", "SGV (Pomona) - Alt B", and "HRT Station".
- Legend**: Located at the bottom left, it defines symbols for HRT Stations, Program Sites, HRT Alignment, Program Alignment, Alternative Alignment, Other Transportation, Major Roadways, Expressway, Freeway, Existing Transit, Proposed Transit, New Transit, Open Space, Residential, Commercial and Office, Industrial, and Public Parks.
- Scale and Orientation**: A scale bar indicates distances up to 10 miles. A north arrow points towards the top right of the map.

[illegible]

Kris Livingston

From: Nelson, Dave [Dave_Nelson@ci.pomona.ca.us]
Sent: Monday, November 23, 2009 10:17 AM
To: HSR Comments
Subject: LA to San Diego HST

The City of Pomona is completing a position letter this week and should transmit by 11/24/09.

David L. Nelson
Senior Civil Engineer
Public Works Department
505 S. Garey Avenue
P.O. Box 660, Pomona, CA 91769
(909) 620-2261
Fax (909) 620-2269
e-mail: dave_nelson@ci.pomona.ca.us



CITY OF SOUTH EL MONTE

1415 N. SANTA ANITA AVENUE
SOUTH EL MONTE, CALIFORNIA 91733
(626) 579-6540 • FAX (626) 579-2107



November 23, 2009



Genoveva L. Arellano
Arellano and Associates
13791 Roswell Avenue, Suite A
Chino, CA 91710

Dear Ms. Arellano:

The creation of a high speed rail through the San Gabriel Valley is essential to the development of a seamless transportation system serving the entire Southern California Region. This connectivity, Los Angeles via the San Gabriel Valley to Ontario onto San Diego, would alleviate a substantial congestion and increase connectivity to the region.

The City of South El Monte is please to extend its support to the High Speed Rail from Los Angeles to San Diego via Interstate 10 with a major transportation hub in the City of El Monte. The creation of the rail along interstate 10 would significantly reduce the highly congested Interstate 10 by providing a major East – West alternative. In addition, a station in El Monte would provide a much needed regional transportation hub in the San Gabriel Valley.

Thank you once again for providing this major transportation project with such a high regional impact potential. We look forward to supporting your efforts to make this project along Interstate 10 a reality. If you have any question or would like addition assistance, please do not hesitate to contact us at (626) 579-6540.

Sincerely,

Joseph J. Gonzáles
Chair, Transportation Sub-Committee
Councilmember

Luis "Louie" Aguinaga
Member, Transportation Sub-Committee
Mayor Pro-Tem

Blanca M. Figueroa
Mayor

Hector Delgado
Mayor Pro Tem

Louie Aguinaga
Councilmember

Angelica R. Garcia
Councilwoman

Joseph J. Gonzales
Councilmember



OFFICE of the MAYOR

November 18, 2009

Mr. Dan Leavitt
Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

**RE: Los Angeles to San Diego via the Inland Empire Section HST Project EIR/EIS
Response to Public Scoping Meeting**

Dear Mr. Leavitt,

It is the City of West Covina's understanding that the California High-Speed Rail Authority (Authority) is beginning the evaluation of environmental issues and route alternatives in the San Gabriel Valley. The current plans indicate an alternative alignment along the San Bernardino Freeway (I-10), with a possible rail station in West Covina. The City of West Covina would like to express our support for this alignment and seeks the Authority's consideration of the rail station at the Westfield West Covina Shopping Center.

The City of West Covina has been supportive of high-speed rail for several years, including participation in the discussions regarding the MAGLEV Project in 2001. In February 2008, the City of West Covina continued its support for high-speed rail by joining the cities of Los Angeles, and Ontario in forming a Joint Powers Authority (JPA) named the Southern California High-Speed Transport Authority. The purpose of the JPA is to develop and implement high-speed rail service that is integrated with other high-speed railways. The segment under consideration consists of four stations, in West Los Angeles, Union Station, West Covina, and Ontario.

On behalf of the City of West Covina, we would like to express our support for the alternative alignment along the San Bernardino Freeway. The work that has been done to initiate the JPA confirms the City's desire to be included in planning efforts for a high-speed railway system. The City has also had discussions over the years with Westfield and has confidence that they are also interested in evaluating the Westfield West Covina Mall as a potential station.

Sincerely,

Roger Hernández
Mayor



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: **LD-1**

November 19, 2009

Mr. Dan Leavitt, Deputy Director
Attention LA-SD HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

**NOTICE OF PREPARATION (NOP)
ENVIRONMENTAL IMPACT REPORT (EIR)/
ENVIRONMENTAL IMPACT STATEMENT (EIS)
CALIFORNIA HIGH SPEED TRAIN PROJECT FROM
LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE**

Thank you for the opportunity to review the NOP for the California High-Speed Train project from Los Angeles to San Diego via the Inland Empire. The project proposes the construction, operation, and maintenance of the High-Speed Train system including track and ancillary facilities along the Union Pacific Railroad Company/Interstate 215/Interstate 15 corridor from Los Angeles to San Diego.

The following comments are for your consideration and relate to the environmental document only:

Hazards-Flood/Water Quality

- The project EIR/EIS should address the impact of discharges from the project into the Los Angeles County Flood Control District's (LACFCD) drainage system including any increase in the volume discharged and the introduction of pollutants with the project discharges. The project EIR/EIS should explain how the project will ensure that discharges from the project site will meet all applicable receiving water body, water quality standards.

Mr. Dan Leavitt
November 19, 2009
Page 2

- The project EIR/EIS should also detail any impacts that the project development would have on LACFCD properties including any proposed easements or connections to the system.

If you have any questions regarding flood hazard requirements, please contact Ms. Lindsay Sagorski at (626) 458-4319 or by e-mail at lsagorski@dpw.lacounty.gov.

Hazards-Geotechnical/Soils/Geology

We concur that an EIR/EIS is required. All or portion of the site is located within potentially liquefiable areas per the State of California Seismic Hazard Zones Map—Los Angeles, El Monte, Baldwin Park, San Dimas, La Habra, and Yorba Linda Quadrangles. Geotechnical reports should be included in the EIR/EIS as necessary.

If you have any questions regarding soils and geology, please contact Mr. Jeremy Wan at (626) 458-4972 or by e-mail at jwan@dpw.lacounty.gov.

Services-Road/Flood Maintenance

Part of the proposed project is outside of the LACFCD. We will provide detail evaluation when the project alignment is available. Permits from Public Works' Construction Division will be required for all works affecting County roads or the LACFCD. Submit construction plans and/or documents for any proposed construction affecting County roads or flood control facilities to Public Works for review and approval prior to construction.

If you have any questions regarding road permits, please contact Ms. Maryam Adhami at (626) 458-3129 or by e-mail at madhami@dpw.lacounty.gov.

Other-Programs Development

The following planned Public Works road construction projects may be impacted by the High-Speed Train project:

- Nogales Street at Railroad Street
- Nogales Street (LA Subdivision) Grade Separation—ACE Projects
- Fullerton Road Grade Separation Project

Mr. Dan Leavitt
November 19, 2009
Page 3

Therefore, the lead agency must coordinate with Public Works to ensure that design and construction schedule of the HST does not conflict with the planned road construction projects.

If you have any questions regarding above road construction projects comment, please contact Mr. Phil Doudar at (626) 458-5926 or by e-mail at pdoudar@dpw.lacounty.gov.

Please forward the draft EIR/EIS, when it is available, to Public Works. If you have any other questions or require additional information, please contact Mr. Toan Duong at (626) 458-4921 or by e-mail at tguong@dpw.lacounty.gov.

Very truly yours,

GAIL FARBER
Director of Public Works

A handwritten signature in blue ink, appearing to read "Dennis Hunter", is written over a large, faint, oval-shaped stamp.

DENNIS HUNTER, PLS PE
Assistant Deputy Director
Land Development Division

JY:ca

P:\ldpub\CEQA\CDM\California High-Speed Rail Authority_LOS ANGELES TO SAN DIEGO_NOP.doc



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

November 19, 2009

IN REPLY PLEASE
REFER TO FILE: **LD-1**

Mr. Dan Leavitt, Deputy Director
Attention LA-SD HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

**NOTICE OF PREPARATION (NOP)
ENVIRONMENTAL IMPACT REPORT (EIR)/
ENVIRONMENTAL IMPACT STATEMENT (EIS)
CALIFORNIA HIGH SPEED TRAIN PROJECT FROM
LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE**

Thank you for the opportunity to review the NOP for the California High-Speed Train project from Los Angeles to San Diego via the Inland Empire. The project proposes the construction, operation, and maintenance of the High-Speed Train system including track and ancillary facilities along the Union Pacific Railroad Company/Interstate 215/Interstate 15 corridor from Los Angeles to San Diego.

The following comments are for your consideration and relate to the environmental document only:

Hazards-Flood/Water Quality

- The project EIR/EIS should address the impact of discharges from the project into the Los Angeles County Flood Control District's (LACFCD) drainage system including any increase in the volume discharged and the introduction of pollutants with the project discharges. The project EIR/EIS should explain how the project will ensure that discharges from the project site will meet all applicable receiving water body, water quality standards.

Mr. Dan Leavitt
November 19, 2009
Page 2

- The project EIR/EIS should also detail any impacts that the project development would have on LACFCD properties including any proposed easements or connections to the system.

If you have any questions regarding flood hazard requirements, please contact Ms. Lindsay Sagorski at (626) 458-4319 or by e-mail at lsagorski@dpw.lacounty.gov.

Hazards-Geotechnical/Soils/Geology

We concur that an EIR/EIS is required. All or portion of the site is located within potentially liquefiable areas per the State of California Seismic Hazard Zones Map—Los Angeles, El Monte, Baldwin Park, San Dimas, La Habra, and Yorba Linda Quadrangles. Geotechnical reports should be included in the EIR/EIS as necessary.

If you have any questions regarding soils and geology, please contact Mr. Jeremy Wan at (626) 458-4972 or by e-mail at jwan@dpw.lacounty.gov.

Services-Road/Flood Maintenance

Part of the proposed project is outside of the LACFCD. We will provide detail evaluation when the project alignment is available. Permits from Public Works' Construction Division will be required for all works affecting County roads or the LACFCD. Submit construction plans and/or documents for any proposed construction affecting County roads or flood control facilities to Public Works for review and approval prior to construction.

If you have any questions regarding road permits, please contact Ms. Maryam Adhami at (626) 458-3129 or by e-mail at madhami@dpw.lacounty.gov.

Other-Programs Development

The following planned Public Works road construction projects may be impacted by the High-Speed Train project:

- Nogales Street at Railroad Street
- Nogales Street (LA Subdivision) Grade Separation—ACE Projects
- Fullerton Road Grade Separation Project

Mr. Dan Leavitt
November 19, 2009
Page 3

Therefore, the lead agency must coordinate with Public Works to ensure that design and construction schedule of the HST does not conflict with the planned road construction projects.

If you have any questions regarding above road construction projects comment, please contact Mr. Phil Doudar at (626) 458-5926 or by e-mail at pdoudar@dpw.lacounty.gov.

Please forward the draft EIR/EIS, when it is available, to Public Works. If you have any other questions or require additional information, please contact Mr. Toan Duong at (626) 458-4921 or by e-mail at tguong@dpw.lacounty.gov.

Very truly yours,

GAIL FARBER
Director of Public Works

A handwritten signature in dark ink, appearing to read "Dennis Hunter", is written over a faint, circular red stamp or seal.

DENNIS HUNTER, PLS PE
Assistant Deputy Director
Land Development Division

JY:ca

P:\ldpub\CEQA\CDM\California High-Speed Rail Authority_LOS ANGELES TO SAN DIEGO_NOP.doc

Kris Livingston

From: Angeles, Carmen [CANGELES@dpw.lacounty.gov]
Sent: Thursday, November 19, 2009 7:48 AM
To: HSR Comments
Cc: Duong, Toan; Ibrahim, Amir; Yanez, Jarrett
Subject: "LA-SD HST Section via the Inland Empire" FW: NOP-EIR-EI STATEMENT-CALIFORNIA HIGH SPEED TRAIN PROJECT FROM LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE
Attachments: cangeles - 11-19-09 - YRFZDNV.pdf

-----Original Message-----

From: Angeles, Carmen
Sent: Thursday, November 19, 2009 7:42 AM
To: Angeles, Carmen
Subject: NOTICE OF PREPARATION - EIR - ENVIRONMENTAL IMPACT STATEMENT - CALIFORNIA HIGH SPEED TRAIN PROJECT FROM LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE

This document was generated by EFI SendMe on the device #c00017684.



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: **LD-1**

November 19, 2009

Mr. Dan Leavitt, Deputy Director
Attention LA-SD HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

**NOTICE OF PREPARATION (NOP)
ENVIRONMENTAL IMPACT REPORT (EIR)/
ENVIRONMENTAL IMPACT STATEMENT (EIS)
CALIFORNIA HIGH SPEED TRAIN PROJECT FROM
LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE**

Thank you for the opportunity to review the NOP for the California High-Speed Train project from Los Angeles to San Diego via the Inland Empire. The project proposes the construction, operation, and maintenance of the High-Speed Train system including track and ancillary facilities along the Union Pacific Railroad Company/Interstate 215/Interstate 15 corridor from Los Angeles to San Diego.

The following comments are for your consideration and relate to the environmental document only:

Hazards-Flood/Water Quality

- The project EIR/EIS should address the impact of discharges from the project into the Los Angeles County Flood Control District's (LACFCD) drainage system including any increase in the volume discharged and the introduction of pollutants with the project discharges. The project EIR/EIS should explain how the project will ensure that discharges from the project site will meet all applicable receiving water body, water quality standards.

Mr. Dan Leavitt
November 19, 2009
Page 2

- The project EIR/EIS should also detail any impacts that the project development would have on LACFCD properties including any proposed easements or connections to the system.

If you have any questions regarding flood hazard requirements, please contact Ms. Lindsay Sagorski at (626) 458-4319 or by e-mail at lsagorski@dpw.lacounty.gov.

Hazards-Geotechnical/Soils/Geology

We concur that an EIR/EIS is required. All or portion of the site is located within potentially liquefiable areas per the State of California Seismic Hazard Zones Map—Los Angeles, El Monte, Baldwin Park, San Dimas, La Habra, and Yorba Linda Quadrangles. Geotechnical reports should be included in the EIR/EIS as necessary.

If you have any questions regarding soils and geology, please contact Mr. Jeremy Wan at (626) 458-4972 or by e-mail at jwan@dpw.lacounty.gov.

Services-Road/Flood Maintenance

Part of the proposed project is outside of the LACFCD. We will provide detail evaluation when the project alignment is available. Permits from Public Works' Construction Division will be required for all works affecting County roads or the LACFCD. Submit construction plans and/or documents for any proposed construction affecting County roads or flood control facilities to Public Works for review and approval prior to construction.

If you have any questions regarding road permits, please contact Ms. Maryam Adhami at (626) 458-3129 or by e-mail at madhami@dpw.lacounty.gov.

Other-Programs Development

The following planned Public Works road construction projects may be impacted by the High-Speed Train project:

- Nogales Street at Railroad Street
- Nogales Street (LA Subdivision) Grade Separation—ACE Projects
- Fullerton Road Grade Separation Project

Mr. Dan Leavitt
November 19, 2009
Page 3

Therefore, the lead agency must coordinate with Public Works to ensure that design and construction schedule of the HST does not conflict with the planned road construction projects.

If you have any questions regarding above road construction projects comment, please contact Mr. Phil Doudar at (626) 458-5926 or by e-mail at pdoudar@dpw.lacounty.gov.

Please forward the draft EIR/EIS, when it is available, to Public Works. If you have any other questions or require additional information, please contact Mr. Toan Duong at (626) 458-4921 or by e-mail at tquong@dpw.lacounty.gov.

Very truly yours,

GAIL FARBER
Director of Public Works

A handwritten signature in black ink, appearing to be "Dennis Hunter", is written over a large, loopy oval shape.

DENNIS HUNTER, PLS PE
Assistant Deputy Director
Land Development Division

JY:ca

P:\ldpub\CEQA\CDM\California High-Speed Rail Authority_LOS ANGELES TO SAN DIEGO_NOP.doc



Metro

November 30, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: Scoping Comments on Proposed California High Speed Rail Project in the Los Angeles to San Diego Section

Dear Mr. Morshed:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) supports the High Speed Train (HST) project in concept and believes that, if properly planned and implemented, it has the potential to enhance statewide transportation and regional mobility and to improve the quality of life in California. We have specific concerns with the Los Angeles County alignments that are proposed for study in the Los Angeles to San Diego section.

Our comments through the Scoping Phase are as follows:

- We want to ensure that an adequate number of potential horizontal alignments are studied in this process. The alignments proposed for study to date within Los Angeles County include a State Route 60 alignment and a Union Pacific right-of-way alignment. An I-10 alignment originating from Union Station in downtown Los Angeles and running east toward San Bernardino County should be included in the alternatives.
- There is a concern that the brevity of the proposed Alternatives Analysis and Environmental Impact Report/Environmental Impact Study (EIR/EIS) schedule may preclude conducting the necessary analyses at the depth necessary to ensure that local concerns and issues have been fully considered and adequately addressed, either in modification of the proposed alignment or appropriate mitigations. We believe the schedule should be adjusted to provide sufficient time to document and prioritize concerns that arise to ensure credibility in the study process. Prior to the publication of the draft Alternatives Analysis, the process must first allow for the Technical Working Groups to work with the California High Speed Rail Authority (CHSRA) on different iterations of alignments and track structures that will reduce negative community impacts. Second, the process must provide ample time for city technical staff to interface with and receive direction from their respective City Managers and for the City Managers to interface with and receive direction from their respective City Councils. Finally, the process must provide sufficient time for cities to receive community feedback.
- Station location considerations should include a detailed analysis of the capacity and capability of local transit service linkages to connect HST patrons to and from the train and their originations/destinations. We do not support a prior conclusion that the primary mode of access to HST stations will be or should be by private car. The analysis should be consistent with the goals of AB 32 and SB 375 and focus on

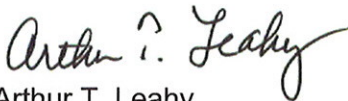
measures that would reduce vehicle miles traveled and vehicle trips to, from and within the HST station areas. Concurrent with this, the analysis should also look not only at land use impacts as a result of developing the HST, but on land use opportunities that can better support the HST system and benefit local jurisdictions. This analysis should also include consideration of how to make local jurisdictions whole from the effects of any relocation of business and housing.

- Finally, all segments of the HST system will benefit by improved service in the LOSSAN corridor between Los Angeles – Anaheim – San Diego. The Authority should support and assist in funding betterments in this corridor that will improve connectivity with the high speed trains; improve on time performance south of Anaheim; improve train speeds; improve single track to double and triple track; and reduce freight train traffic interference with passenger rail. To that end, the Authority should take the initiative to target such improvements in the LOSSAN corridor through the use of Proposition 1A funds that are dedicated to improving intercity and commuter service for direct connectivity to HST and to enhance capacity and safety in these corridors. Proposition 1A provides up to \$950 million statewide for such capital improvements, of which approximately \$142,500,000 (20% of \$950 million less \$47.5 million formula allocation) could be sought after and dedicated in the LOSSAN corridor to further augment the share Caltrans will receive through a formula allocation for intercity Amtrak service on the LOSSAN corridor.

We appreciate the CHSRA's commitment to working collaboratively with the LACMTA and the local communities to determine the best possible HST alignment from Los Angeles to San Diego. We believe it is vitally important to strive to achieve consensus among the various jurisdictions that will be directly affected by the proposed alignment and to take account of their issues in the environmental analysis, rather than after-the-fact. This approach will help ensure the widest cooperation and acceptability of the Locally Preferred Alternative in the shortest timeframe and help ensure that the actual construction of the HST can occur in the desired timeframe.

We look forward to working with you throughout the environmental review process and beyond. If you have any questions please feel free to contact my high speed rail designee Alex Clifford at (213) 922-7491 or at clifforda@metro.net.

Sincerely,



Arthur T. Leahy
Chief Executive Officer

cc: Alex Clifford, Executive Officer – High Speed Rail
Dan Leavitt, Deputy Executive Director, CHSRA
Genoveva Arellano, Principal – Arellano Associates
Valerie Martinez, CEO – VMA Communications



CALIFORNIA HIGH-SPEED TRAIN SYSTEM

Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Name (please print):

~~Paul~~ Paul McCarthy

City:

Los Angeles

State:

CA

Zip: 90012

Organization/Business

Los Angeles County

E-mail:

pmccarthy@planning.lacounty.gov
 Angeles CA 90013

Address:

320 West Temple Street, Los Angeles, CA 90012

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing



Los Angeles
World Airports

November 20, 2009

Mr. Dan Leavitt
Deputy Director
ATTN: LA-SD HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street
Suite 1425
Sacramento, CA 95814

LAX

LA/Ontario

Van Nuys

City of Los Angeles

Antonio R. Villaraigosa
Mayor

Board of Airport
Commissioners

Alan I. Rothenberg
President

Valeria C. Velasco
Vice President

Joseph A. Aredas
Michael A. Lawson
Sam Nazarian
Fernando M. Torres-Gil
Walter Zifkin

Gina Marie Lindsey
Executive Director

Re: Comments on the Scope of the Environmental Impact Report/
Environmental Impact Statement for the California High-Speed Train Project from
Los Angeles to San Diego via the Inland Empire

Dear Mr. Levitt:

Los Angeles World Airports (LAWA) has completed its review of the California High-Speed Rail Authority's Notice of Preparation (NOP) of an Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) for the California High-Speed Train (HST) Project from Los Angeles to San Diego via the Inland Empire.

LAWA, as a key entity in the Southern California transportation network and the Responsible Agency for Ontario International Airport, is interested in the success of the proposed project. LAWA is encouraged that the build alternatives to be studied in EIR/EIS include a HST station at LA/Ontario International Airport (ONT).

The EIR/EIS should discuss and evaluate the demand relationship between air passenger traffic at ONT and passengers using High-Speed Rail. The document should include alternative methods of connecting passengers between the station and the airport terminals. The document should also discuss parking demand at the ONT and other proposed HST stations.

The EIR/EIS must address coordination with the proposed Gold Line Light Rail extension to ONT Airport. LAWA looks forward to working with the California High-Speed Rail Authority, the City of Ontario, the Metro Gold Line Foothill Extension Construction Authority and other stakeholders to plan an intermodal station with seamless connectivity between the rail modes and the airport.

In addition, we encourage review of synergy between the High-Speed Train and a potential shuttle bus service between ONT and the City of Anaheim, and how both modes might benefit.



November 20, 2009
Mr. Dan Leavitt
Page 2

There are several other issues that LAWA believes require investigation in the EIR/EIS. These include:

- A detailed account of the ground access impacts at ONT Airport, including both the benefits from improved access and the potential problems with increasing the non-airport related trips to the HST station.
- A technical review of any impact the HST technology could have on the air traffic control system.
- An investigation to ensure compliance with Federal Aviation Administration height restrictions and clear zone restrictions.
- A review of land use/zoning restrictions.
- Noise impacts in combination with airport generated noise contours.
- A fully quantified analysis of the environmental benefits of diverting air passengers to rail, including air quality benefits.

We appreciate the opportunity to review this Notice of Preparation, and we look forward to providing our assistance during the EIR/EIS process. If you have any questions, please contact Mr. Patrick Tomcheck of my staff at (424) 646-5192.

Sincerely,



Michael Feldman
Deputy Executive Director

MF:pt:oc

cc: Steve Martin
Jess Romo
Michael Molina
Peggy Ducey
Pat Tomcheck
Airports and Facilities Planning - file

Kris Livingston

From: Gabrieleno Band of Mission Indians [gabrielenoindians@yahoo.com]
Sent: Thursday, November 12, 2009 5:43 AM
To: HSR Comments
Cc: ds_nahc@pacbell.net; Andy Salas
Subject: Notice of Preparation of a Project Environmental Impact Report/Environmental Impact
Attachments: High Speed Railway System.doc

Please see attached comments.

Sincerely,

Andy Salas
Gabrieleno Band of Mission Indians

GABRIELEÑO BAND OF MISSION INDIANS

A HISTORIC & PREHISTORIC TONGVA INDIAN TRIBE

NATIVES OF CALIFORNIA FOR OVER 6,000 YEARS

November 12, 2009

Mehdi Morshed
Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814
comments@hsr.ca.gov

Re: Notice of Preparation of a Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire, CA (Note: Review period ends Friday, November 20, 2009)

Dear Mr. Morshed;

This letter is in response to the Notice of Preparation for the Environmental Impact Report for above referenced project. Due to the fact that we have tribal members who are direct descendants from historic Gabrieleño villages throughout the Los Angeles County basin, and the proposed project is within the traditional tribal territory of the Gabrieleño Band of Mission Indians it is my responsibility to inform you that this project surrounds and runs through highly sensitive cultural areas. Our concern is for the identification, protection and proper disposition of our cultural resources and that they're handled properly.

We're hereby requesting direct involvement with this project and it's our position that there will be significant cultural impacts to archaeological resources, paleontological resources and human remains it is our recommendation that our Native American monitor (s) be present during any excavation or ground disturbances.

Our tribal historian is available to you for any historic consultation.

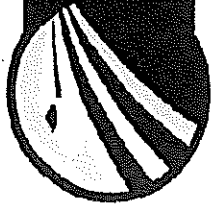
I appreciate your assistance regarding this matter. I can be reached at 626-926-4131 or by email at Gabrielenoindians@yahoo.com should you have any questions or comments; please do not hesitate in contacting our office.

I look forward to assisting all parties with the preservation of our cultural resources.

Sincerely,

Andrew Salas

Chairman



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print): Masao Okamoto City: Alhambra State: Ca Zip: 91803
Organization/Business: Japanese Chamber of Commerce E-mail: m.okamoto@amcainc.net
Address: 919 S. Fremont Ave. #328 of Little Tokyo

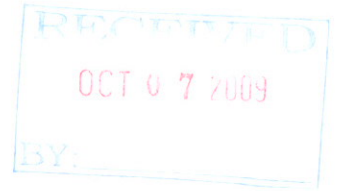
☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I am very concerned about what's going to happen around Union Station. With Metro pursuing regional connector & harbor sub division, HST's Anaheim will be connected after San Diego merging into its alignment. Community should be presented with one consolidated information during scoping and alternatives study stages. Otherwise, one entity may repeat community's concerns while others will neglect. It is extremely difficult for community to approve anyone of them unless the whole issues are presented as one.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing



Little Tokyo Business Association
Little Tokyo Business Improvement District
200 S. San Pedro St., Suite 400B
Los Angeles, CA 90012

September 30, 2009

California High Speed Rail Authority
Mr. Dan Leavitt, Deputy Director
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: California High Speed Train System
Los Angeles to San Diego via the Inland Empire Section HST Project EIR/EIS

Dear Mr. Leavitt:

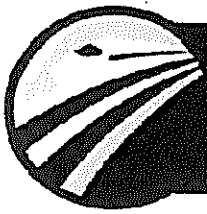
I have received a "public scoping meeting notice" from your organization identifying various locations for your October, 2009 meetings regarding the California High Speed Train System project. The notice indicates that for the Los Angeles County area the public scoping meetings will be held in Monterey Park – October 21, West Covina – October 26, El Monte – October 28 and Pomona – October 29. The notice also shows that there is no meeting set for the Little Tokyo community.

Since Union Station is in close proximity to the Little Tokyo community and the impacts of the high speed rail project are potentially high, the Little Tokyo community should also have a separate public scoping meeting. Little Tokyo is currently actively involved in the planning stages of the Los Angeles Metropolitan Transportation Authority – Regional Connector Transit Corridor project and its potential impact on the community.

Therefore, on behalf of the members of the Little Tokyo Business Association and the Little Tokyo Business Improvement District, I am respectfully requesting that a public scoping meeting be scheduled also in the Little Tokyo community.

Sincerely,

Wilson Liu
LTBA President
LTBID Co-Chairperson



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print): KRISTINE ALESSANDRINI City: LA State: CA Zip: 90022

Organization/Business _____ E-mail: KRISOH@SBCGLOBAL.NET

Address: 140 S. BLEAKWOOD AVE

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

MY HOUSE IS DIRECTLY NEXT TO A PROPOSED ALTERNATIVE HST PATHWAY; THE \$600,000. I AM EXTREMELY CONCERNED THAT MY HOME WILL BE TAKEN ~~BY~~ ^{EMINENT} ~~EMINENT~~ DOMAIN OR BOUGHT FOR LESS THAN IT IS WORTH. MY HUSBAND + I ARE CURRENTLY PLANNING A TOTAL HOUSE REMODEL/REBUILD. HOW WILL THIS HST EFFECT THIS + ~~AS~~ ITS FUTURE VALUE? IN 10 YEARS WE WILL BOTH BE NEAR RETIREMENT + OUR REDUCED INCOME WILL IMPACT OUR ABILITY TO PURCHASE HOUSING IF THE HST PROJECT BEGINS THEN + OUR HOME MUST BE TAKEN.

I ~~AM~~ ^{WANT} FOR HAVING THE HST I JUST WANT TO BE ABLE ~~TO~~ ^{TO} KEEP MY HOME UNTIL I DECIDE TO LEAVE,

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

1 CALIFORNIA HIGH-SPEED TRAIN SYSTEM
2 Los Angeles to San Diego via the Inland Empire section.
3

4 Project EIR/EIS Public Scoping Meetings

5 Monday, October 26

6 City of West Covina

7 City Hall First Floor

8 1444 W. Garvey Avenue

9 West Covina, California 91790

10 3:00 p.m. - 7:00 p.m.
11

12 COMMENT:

13 Sharon Gardner: 717 North Edenfield Avenue, Covina 91823.
14

15 I would be very much against having the High Speed
16 rail on the Metro link line. Because in order to put a
17 line in there, they would have to take out the homes along
18 the Metro line. So, I would be against that. I would be
19 against loosing my home.
20
21
22
23
24
25

1 COMMENTS:

2 David Avila: 3848 Paddy Lane, Baldwin Park, California
3 91706.

4
5 My concern or comment is that where the train's
6 going to run by our homes, due to the fact that we already
7 have Metro link running behind our homes, And the problem
8 we have with Metro link is they just blow those horns from
9 5:00 in the morning, and that guy falls asleep on the
10 horn. I'm from here to that back area (indicating), which
11 is my back fence and we hear them and they're very loud.

12 My concern is they need to -- if these guys run on
13 the same tracks, what kind of noise control are they going
14 to have?

15 I would like to see both Metro link and this have
16 quiet zones.

17 The speed is also a concern because of the
18 schools. Kids would go walking back and forth, so if the
19 tracks are open, they won't be able to stop for the kids
20 or anybody. And it's hard to keep the kids out of there.

21 I don't know what line they are going to use, but
22 the least I would believe it should be the Metro link line
23 from El Monte to the Covina station. It seems like that's
24 one of the alternatives, though. Maybe it will be the
25 best, I don't know.

1 I'm hoping they don't use that line. The other
2 two lines seem more appropriate because there a lot of
3 space.

4 Underground would be very expensive and above
5 ground would drop the home values in the neighborhood.
6 So, that's also a concern for us.

7 Pretty much, that is it. Like I said, speed and
8 noise are the two main factors that we are concerned about
9 in our backyards.

10
11 * * * * *
12
13
14
15
16
17
18
19
20
21
22
23
24
25

STATE OF CALIFORNIA)
) SS.

COUNTY OF LOS ANGELES)

I, PAULETTE VANTON, Certified Shorthand Reporter
No. 6962 in the State of California, duly empowered to
administer oaths, certify:

That said Scoping Meeting was taken before me at the time and place therein set forth and was taken down by me in shorthand and thereafter transcribed under my direction and supervision, and I hereby certify that the foregoing deposition is a full, true, and correct transcript of my shorthand notes so taken.

I further certify that I am neither counsel for, nor related to any party to said action, nor in anywise interested in the outcome thereof.

IN WITNESS WHEREOF, I have hereunto subscribed my
name on this 29th day of October 2009.

PAULETTE VANTON, CSR NO. 6962

CALIFORNIA HIGH-SPEED TRAIN PROJECT
SCOPING MEETING

-oOo-

Scoping meeting taken at El Monte
Community Center, 3130 Tyler Avenue,
El Monte, California, commencing at
3:00 p.m., Wednesday, October 28, 2009,
before Katherine Jones, CSR NO. 10097.

PAGES 1 - 7

1

2 PUBLIC COMMENTS:

3 "FRISBEE"

4 MARISA PINA

5 BILL MARSH

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1 Wednesday, October 28, 2009; 3:00 p.m.

2 El Monte, California

3
4 -oOo-

5
6 FRISBEE: I am definitely in favor of California
7 developing a high-speed rail network. If nothing else, I
8 live in the Los Angeles area, and I think it has been a
9 terrible, if not tragic mistake to develop a city of several
10 million, based on the idea that it's doesn't matter how far
11 away people are, you can always drive there in your own
12 personal car. Nothing else requires an enormous network of
13 streets, consuming an enormous amount of our surface area,
14 and a lack of apartment buildings.

15 The idea that everybody has to have their own
16 personal home, surrounded by their own personal lawn, all
17 lush, green grass -- we live in an area where it actually
18 has an actual shortage of water. The last thing we should
19 have is lush, green lawns. And everyone wants their own
20 individual house. It would work much better if we got used
21 to living in apartments. By "apartments," I don't mean
22 something you find in the suburbs; I mean two stories, four
23 or five stories, have the second floor be, you walk up, and
24 the ones above that, you take an elevator to.

25 But this way, if nothing else, where are the

1 little children going to play? They can get the ground
2 floor and don't have to go up the stairs and fall down the
3 stairs.

4 But we can get more people in a smaller area, that
5 way. And frankly, we've got enough population that the idea
6 of spreading out doesn't work. Better transportation, high
7 density solves that, but that's a side issue.

8 The high-speed rail network -- our cities are
9 actually a reasonable distance apart. Use the train to
10 connect them, rather than have individuals driving their
11 cars 120 miles, or so, on freeways. It's an awful lot of
12 land area being used. And frankly, connecting north and
13 south, we're not going to build the freeways through or
14 coastal mountains, we're not going to build our freeways
15 through our coastal -- our inland mountains, which means we
16 build our freeways over the rest of the farmland we have.
17 That makes a whole lot of sense when our biggest industry in
18 the state is agriculture. This is sort of weird, but it's
19 what we've been doing. And trying to get people to stop
20 living this way is not easy.

21 Build the high speed rail. People will slowly
22 realize that, rather than driving from L.A. to San Francisco
23 or even down to San Diego, or even flying -- currently it
24 will may take you hour and a half to fly from Los Angeles to
25 San Francisco, but you have to get there four hours

1 beforehand to be in the airport to pass through the safety
2 precautions. This gives you a five-and-a-half-hour trip.
3 Geez, isn't that the wonderful? Take the train.

4 Frankly, I suspect it will be faster, much faster.
5 And it will save environmental damage. Yes, it is expensive
6 to make a 4800 miles of railroad track. By building a new
7 airport isn't cheap either, and frankly, we probably have
8 land available to put on -- to build the tracks on.

9 Locally, Ontario airport in the inland -- western
10 Inland Empire gets an awful lot of business and traffic and
11 is probably the best place to build a terminal. Frankly,
12 since high-speed train, you don't want the stops to be any
13 closer than 50 or 60 miles? It's -- yes, at top speed, the
14 trains are fast, but it takes a little while to get up
15 there. You don't want to spend all your time braking and
16 building up speed. Ontario sounds reasonable. I'd like
17 there to be a stop in El Monte, but if there isn't, I'm not
18 gonna cry about it. And I think that's about all I have to
19 say at this point.

20
21 MARISA PINA: What criteria are you using to base
22 your decision on where to use primary or alternate routes?

23 Second question: If your decision of route or
24 terminal is chosen will cause a residence to be removed, how
25 much in advance will the resident family be informed?

1 Third question: If monetary compensation, what
2 will it be based on?

3 And the fourth question: If replaced from a
4 no-rent, house-payment residence, and forced to be moved to
5 a rent or house payment situation where there wasn't that
6 expenditure earlier, will the housing authority give aide to
7 those who need it?

8 Okay. And I think that's it. I am interested in
9 the environmental impact because we live right next to a
10 wiled life center, the Audubon in South El Monte.

11
12 BILL MARSH: On the San Gabriel Valley segment in
13 the various alignments, they should be looked at in
14 relationship to the alignment in the gold line extension.
15 So that any alignment isn't going to syphon off ridership
16 from the gold line.

17 (Proceedings concluded at 7:00 p.m.)
18
19
20
21
22
23
24
25

3

7 That said scoping meeting was taken before me at
8 the time and place therein set forth and was taken down by
9 me in shorthand and thereafter transcribed under my
0 direction and supervision, and I hereby certify that the
1 foregoing deposition is a full, true, and correct transcript
2 of my shorthand notes so taken.

16 IN WITNESS WHEREOF, I have hereunto subscribed my
17 name on this 30th day of October 2009.

18

19

21

22

23

24

25

1 CALIFORNIA HIGH-SPEED TRAIN SYSTEM
2 Los Angeles to San Diego via the Inland Empire section.
3

4 Project EIR/EIS Public Scoping Meetings

5 Monday, October 26

6 City of West Covina

7 City Hall First Floor

8 1444 W. Garvey Avenue

9 West Covina, California 91790

10 3:00 p.m. - 7:00 p.m.
11

12 COMMENT:

13 Sharon Gardner: 717 North Edenfield Avenue, Covina 91823.
14

15 I would be very much against having the High Speed
16 rail on the Metro link line. Because in order to put a
17 line in there, they would have to take out the homes along
18 the Metro line. So, I would be against that. I would be
19 against loosing my home.
20
21
22
23
24
25

1 COMMENTS:

2 David Avila: 3848 Paddy Lane, Baldwin Park, California
3 91706.

4
5 My concern or comment is that where the train's
6 going to run by our homes, due to the fact that we already
7 have Metro link running behind our homes, And the problem
8 we have with Metro link is they just blow those horns from
9 5:00 in the morning, and that guy falls asleep on the
10 horn. I'm from here to that back area (indicating), which
11 is my back fence and we hear them and they're very loud.

12 My concern is they need to -- if these guys run on
13 the same tracks, what kind of noise control are they going
14 to have?

15 I would like to see both Metro link and this have
16 quiet zones.

17 The speed is also a concern because of the
18 schools. Kids would go walking back and forth, so if the
19 tracks are open, they won't be able to stop for the kids
20 or anybody. And it's hard to keep the kids out of there.

21 I don't know what line they are going to use, but
22 the least I would believe it should be the Metro link line
23 from El Monte to the Covina station. It seems like that's
24 one of the alternatives, though. Maybe it will be the
25 best, I don't know.

1 I'm hoping they don't use that line. The other
2 two lines seem more appropriate because there a lot of
3 space.

4 Underground would be very expensive and above
5 ground would drop the home values in the neighborhood.
6 So, that's also a concern for us.

7 Pretty much, that is it. Like I said, speed and
8 noise are the two main factors that we are concerned about
9 in our backyards.

10
11 * * * * *
12
13
14
15
16
17
18
19
20
21
22
23
24
25

1 STATE OF CALIFORNIA)
) SS.

2 COUNTY OF LOS ANGELES)
3

4 I, PAULETTE VANTON, Certified Shorthand Reporter
5 No. 6962 in the State of California, duly empowered to
6 administer oaths, certify:

7 That said Scoping Meeting was taken before me at
8 the time and place therein set forth and was taken down by
9 me in shorthand and thereafter transcribed under my
10 direction and supervision, and I hereby certify that the
11 foregoing deposition is a full, true, and correct transcript
12 of my shorthand notes so taken.

13 I further certify that I am neither counsel for,
14 nor related to any party to said action, nor in anywise
15 interested in the outcome thereof.

16 IN WITNESS WHEREOF, I have hereunto subscribed my
17 name on this 29th day of October 2009.

18
19 _____
20 PAULETTE VANTON, CSR NO. 6962
21
22
23
24
25

Kris Livingston

From: susie [cruise@travelwithsusie.com]
Sent: Wednesday, October 28, 2009 2:20 PM
To: HSR Comments
Subject: LA-SD HST

Importance: High

Could you please consider getting it to connect to LAX? I am a travel agent and know that would be great!

Sincerely,

Susie Heath



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print): Kriste Kercheval City: Pomona State: CA Zip: 91768
Organization/Business _____ E-mail: K.Kerch@gmail.com
Address: 490 Preciado St.

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I would like to the stop at Cal Poly Pomona
or downtown Pomona - preferably underground rail
We have enough noise already! But underground
rail would bring a great improvement.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

CALIFORNIA HIGH-SPEED TRAIN PROJECT
SCOPING MEETING

-oOo-

Scoping meeting taken at El Monte
Community Center, 3130 Tyler Avenue,
El Monte, California, commencing at
3:00 p.m., Wednesday, October 28, 2009,
before Katherine Jones, CSR NO. 10097.

PAGES 1 - 7

1

2 PUBLIC COMMENTS:

3 "FRISBEE"

4 MARISA PINA

5 BILL MARSH

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1 Wednesday, October 28, 2009; 3:00 p.m.

2 El Monte, California

3
4 -oOo-

5
6 FRISBEE: I am definitely in favor of California
7 developing a high-speed rail network. If nothing else, I
8 live in the Los Angeles area, and I think it has been a
9 terrible, if not tragic mistake to develop a city of several
10 million, based on the idea that it's doesn't matter how far
11 away people are, you can always drive there in your own
12 personal car. Nothing else requires an enormous network of
13 streets, consuming an enormous amount of our surface area,
14 and a lack of apartment buildings.

15 The idea that everybody has to have their own
16 personal home, surrounded by their own personal lawn, all
17 lush, green grass -- we live in an area where it actually
18 has an actual shortage of water. The last thing we should
19 have is lush, green lawns. And everyone wants their own
20 individual house. It would work much better if we got used
21 to living in apartments. By "apartments," I don't mean
22 something you find in the suburbs; I mean two stories, four
23 or five stories, have the second floor be, you walk up, and
24 the ones above that, you take an elevator to.

25 But this way, if nothing else, where are the

1 little children going to play? They can get the ground
2 floor and don't have to go up the stairs and fall down the
3 stairs.

4 But we can get more people in a smaller area, that
5 way. And frankly, we've got enough population that the idea
6 of spreading out doesn't work. Better transportation, high
7 density solves that, but that's a side issue.

8 The high-speed rail network -- our cities are
9 actually a reasonable distance apart. Use the train to
10 connect them, rather than have individuals driving their
11 cars 120 miles, or so, on freeways. It's an awful lot of
12 land area being used. And frankly, connecting north and
13 south, we're not going to build the freeways through or
14 coastal mountains, we're not going to build our freeways
15 through our coastal -- our inland mountains, which means we
16 build our freeways over the rest of the farmland we have.
17 That makes a whole lot of sense when our biggest industry in
18 the state is agriculture. This is sort of weird, but it's
19 what we've been doing. And trying to get people to stop
20 living this way is not easy.

21 Build the high speed rail. People will slowly
22 realize that, rather than driving from L.A. to San Francisco
23 or even down to San Diego, or even flying -- currently it
24 will may take you hour and a half to fly from Los Angeles to
25 San Francisco, but you have to get there four hours

1 beforehand to be in the airport to pass through the safety
2 precautions. This gives you a five-and-a-half-hour trip.
3 Geez, isn't that the wonderful? Take the train.

4 Frankly, I suspect it will be faster, much faster.
5 And it will save environmental damage. Yes, it is expensive
6 to make a 4800 miles of railroad track. By building a new
7 airport isn't cheap either, and frankly, we probably have
8 land available to put on -- to build the tracks on.

9 Locally, Ontario airport in the inland -- western
10 Inland Empire gets an awful lot of business and traffic and
11 is probably the best place to build a terminal. Frankly,
12 since high-speed train, you don't want the stops to be any
13 closer than 50 or 60 miles? It's -- yes, at top speed, the
14 trains are fast, but it takes a little while to get up
15 there. You don't want to spend all your time braking and
16 building up speed. Ontario sounds reasonable. I'd like
17 there to be a stop in El Monte, but if there isn't, I'm not
18 gonna cry about it. And I think that's about all I have to
19 say at this point.

20
21 MARISA PINA: What criteria are you using to base
22 your decision on where to use primary or alternate routes?

23 Second question: If your decision of route or
24 terminal is chosen will cause a residence to be removed, how
25 much in advance will the resident family be informed?

1 Third question: If monetary compensation, what
2 will it be based on?

3 And the fourth question: If replaced from a
4 no-rent, house-payment residence, and forced to be moved to
5 a rent or house payment situation where there wasn't that
6 expenditure earlier, will the housing authority give aide to
7 those who need it?

8 Okay. And I think that's it. I am interested in
9 the environmental impact because we live right next to a
10 wiled life center, the Audubon in South El Monte.

11
12 BILL MARSH: On the San Gabriel Valley segment in
13 the various alignments, they should be looked at in
14 relationship to the alignment in the gold line extension.
15 So that any alignment isn't going to syphon off ridership
16 from the gold line.

17 (Proceedings concluded at 7:00 p.m.)
18
19
20
21
22
23
24
25

3

7 That said scoping meeting was taken before me at
8 the time and place therein set forth and was taken down by
9 me in shorthand and thereafter transcribed under my
10 direction and supervision, and I hereby certify that the
11 foregoing deposition is a full, true, and correct transcript
12 of my shorthand notes so taken.

16 IN WITNESS WHEREOF, I have hereunto subscribed my
17 name on this 30th day of October 2009.

19

21

22

23

24

25

1
2 PUBLIC SCOPING MEETING
3 CALIFORNIA HIGH-SPEED TRAIN SYSTEM
4 LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE
5
6
7
8

9 THURSDAY OCTOBER 29, 2009

10 3:00 P.M. TO 7:00 P.M.
11
12
13

14 HELD AT
15 POMONA FIRST BAPTIST CHURCH
16 586 NORTH MAIN STREET
17 POMONA, CALIFORNIA
18
19
20
21
22
23
24

25 Pages 1 - 8

Comments:

1. Edward Sewell

2. Rosa Moreno

3. Elsa Moreno

4. Mark Anthony Smith

1 POMONA, CALIFORNIA, THURSDAY, OCTOBER 29, 2009

2
3 MR. SEWELL: At first I was kind of against it
4 because of the five billion dollars. But I'm not
5 against it. I'm actually for it. You spread that five
6 billion over a few years and it will pay off.

7 But there's one reservation. Do not raise my
8 taxes. Just don't raise my taxes. We're paying too
9 much in taxes.

10 This shouldn't be taxpayer funded. I know
11 it's big. But like any business, start small, make it
12 pay. See what makes it pay. But going in headlong
13 without knowing what does pay is not the right way to
14 get into any kind of business, whether it's this or any
15 other.

16 This is a business. It has to be. And that's
17 my reservation on it. Too many takers, not enough
18 people earning. The first thing that can happen is
19 dangerous. So if they produce, fine.

20 Make it fair. If someone is going to use
21 something, they're the people -- like if we go to buy a
22 tool, we have a purpose in mind. We're buying the tool.

23 If a person buys a ticket on a bus, a ticket
24 on a train, they should be able to pay for it. And
25 that's that. If they can't, don't. Otherwise they're

1 not using good sense. No fly now pay later. It doesn't
2 work. We're being taxed to death now. That's about my
3 comment basically.

4 I know it's pretty heavy finances, but
5 otherwise you get too many hands out taking, taking.
6 And they'll take all the money first before anything is
7 actually in progress if you get too many planners or
8 consultants. After you while you get down to common
9 sense.

10 The concept is good. If the engineering is up
11 to it, the propulsion and the safety. You're going to
12 have grades. When it comes to California, you do have
13 different levels. It's not flat. Mountains and
14 deserts, and sea level.

15 I would like to know more about how they're
16 going to hold the rails together. If they're using
17 something to screw the rails down, fastening and then
18 lock the screw, fine.

19 If they're using old fashioned railroad ties
20 and spikes, I can show you, right along the coastline,
21 Laguna, there's spikes where they actually move
22 themselves up, up, just due to the vibration, out of the
23 wood. And they're laying flat, setting rails on wood
24 there. Nothing to held them down. I've seen that
25 personally myself. How do you hold those rails down?

1 You don't need a rotating train.

2 (comment concluded)

3 ROSA MORENO AND ELSA MORENO: (via interpreter) We live
4 at 1295 Cornelia Street in Pomona, California. We live
5 also near the 71 Highway and the 10 freeway, near where
6 they are proposing to build the high-speed train rail.

7 The first comment, what is going to happen with us
8 if they're going to relocate us, and if this project
9 will affect us. And we are happy that Pomona will
10 benefit from the project and provide jobs. It seems to
11 be a very good project.

12 We want to know more about the relocation property
13 acquisition process once a decision is made for the
14 alignment, and we want to continue to be informed of any
15 new developments that affect us directly. We are
16 concerned about how that will affect our home and our
17 community. We are hopeful that this project will
18 benefit our community.

19 (comment concluded)

20 MARK ANTHONY SMITH: I live at 965 North Lilac
21 Place, Pomona, California 91768. I think that when they
22 were saying that they want to have only one stop between
23 Union Station and Ontario Airport, it doesn't make any
24 sense, meaning you have two major interchanges between
25 Ontario and Union Station, and those interchanges is the

1 57/210/10 freeway, and then you have the 71 that can
2 also feed into it. Then on the 10 route you have the
3 605/10.

4 And the reason why they need stops at those areas
5 is because you serve a lot of people with ease that
6 could come down. Like, for instance, if you went with
7 the 10/605 interchange, what would happen is people can
8 come down from Duarte, Pasadena, and Monrovia and all
9 those cities in the foothills, they come down. People
10 from Whittier and the areas south can come up. And
11 people in that immediate area, Baldwin Park, West Covina
12 and Rosemead to the west can all come in. In other
13 words, perfect feeder, right?

14 Then out near Pomona you can serve this eastern end
15 of the San Gabriel Valley, because if you were to put a
16 stop at either Cal Poly or the 57/210 interchange,
17 because it's in that area, you would have people to be
18 able to come down from San Dimas, La Verne, Glendora,
19 and going to the east, Claremont, Montclair, coming up,
20 Diamond Bar, and to the west, Walnut. From the east,
21 maybe some people from Montclair and Chino.

22 But those two interchanges serve to make it
23 easier for people to feed into it if you were to come
24 down the 10 route, or if you were to use the railroad
25 tracks, the old Southern Pacific Railroad tracks which

1 is the new Union Pacific tracks, if you were to come
2 down that route, those would be the best interchanges
3 because they're right there for people to come there,
4 and you would have to just set stations in that vicinity
5 and it would be easy access for the different freeways
6 feeding into it.

7 But my feeling is that to just have one stop
8 between Los Angeles Union Station and Ontario doesn't
9 make any sense because this area is big, and they have
10 the populace to support it.

11 I guess that's it.

12 (comment concluded)
13
14
15
16
17
18
19
20
21
22
23
24
25

2 COUNTY OF LOS ANGELES)

3

6 That the Transcript of Proceedings was taken
7 down by me in shorthand at the time and place therein
8 named, at which times the witnesses were placed under
9 oath and were sworn by me to tell the truth, the whole
0 truth, and nothing but the truth;

14 I further certify that I am neither counsel
15 for any party in said action, nor am I related to any
16 party to said action, nor am I in any way interested in
17 the outcome thereof.

20

21

22

23 RUBEN GARCIA, CSR No. 11305

24

25

CALIFORNIA HIGH-SPEED TRAIN PROJECT
SCOPING MEETING

-oOo-

Scoping meeting taken at El Monte
Community Center, 3130 Tyler Avenue,
El Monte, California, commencing at
3:00 p.m., Wednesday, October 28, 2009,
before Katherine Jones, CSR NO. 10097.

PAGES 1 - 7

1

2 PUBLIC COMMENTS:

3 "FRISBEE"

4 MARISA PINA

5 BILL MARSH

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1 Wednesday, October 28, 2009; 3:00 p.m.

2 El Monte, California

3
4 -oOo-

5
6 FRISBEE: I am definitely in favor of California
7 developing a high-speed rail network. If nothing else, I
8 live in the Los Angeles area, and I think it has been a
9 terrible, if not tragic mistake to develop a city of several
10 million, based on the idea that it's doesn't matter how far
11 away people are, you can always drive there in your own
12 personal car. Nothing else requires an enormous network of
13 streets, consuming an enormous amount of our surface area,
14 and a lack of apartment buildings.

15 The idea that everybody has to have their own
16 personal home, surrounded by their own personal lawn, all
17 lush, green grass -- we live in an area where it actually
18 has an actual shortage of water. The last thing we should
19 have is lush, green lawns. And everyone wants their own
20 individual house. It would work much better if we got used
21 to living in apartments. By "apartments," I don't mean
22 something you find in the suburbs; I mean two stories, four
23 or five stories, have the second floor be, you walk up, and
24 the ones above that, you take an elevator to.

25 But this way, if nothing else, where are the

1 little children going to play? They can get the ground
2 floor and don't have to go up the stairs and fall down the
3 stairs.

4 But we can get more people in a smaller area, that
5 way. And frankly, we've got enough population that the idea
6 of spreading out doesn't work. Better transportation, high
7 density solves that, but that's a side issue.

8 The high-speed rail network -- our cities are
9 actually a reasonable distance apart. Use the train to
10 connect them, rather than have individuals driving their
11 cars 120 miles, or so, on freeways. It's an awful lot of
12 land area being used. And frankly, connecting north and
13 south, we're not going to build the freeways through or
14 coastal mountains, we're not going to build our freeways
15 through our coastal -- our inland mountains, which means we
16 build our freeways over the rest of the farmland we have.
17 That makes a whole lot of sense when our biggest industry in
18 the state is agriculture. This is sort of weird, but it's
19 what we've been doing. And trying to get people to stop
20 living this way is not easy.

21 Build the high speed rail. People will slowly
22 realize that, rather than driving from L.A. to San Francisco
23 or even down to San Diego, or even flying -- currently it
24 will may take you hour and a half to fly from Los Angeles to
25 San Francisco, but you have to get there four hours

1 beforehand to be in the airport to pass through the safety
2 precautions. This gives you a five-and-a-half-hour trip.
3 Geez, isn't that the wonderful? Take the train.

4 Frankly, I suspect it will be faster, much faster.
5 And it will save environmental damage. Yes, it is expensive
6 to make a 4800 miles of railroad track. By building a new
7 airport isn't cheap either, and frankly, we probably have
8 land available to put on -- to build the tracks on.

9 Locally, Ontario airport in the inland -- western
10 Inland Empire gets an awful lot of business and traffic and
11 is probably the best place to build a terminal. Frankly,
12 since high-speed train, you don't want the stops to be any
13 closer than 50 or 60 miles? It's -- yes, at top speed, the
14 trains are fast, but it takes a little while to get up
15 there. You don't want to spend all your time braking and
16 building up speed. Ontario sounds reasonable. I'd like
17 there to be a stop in El Monte, but if there isn't, I'm not
18 gonna cry about it. And I think that's about all I have to
19 say at this point.

20
21 MARISA PINA: What criteria are you using to base
22 your decision on where to use primary or alternate routes?

23 Second question: If your decision of route or
24 terminal is chosen will cause a residence to be removed, how
25 much in advance will the resident family be informed?

1 Third question: If monetary compensation, what
2 will it be based on?

3 And the fourth question: If replaced from a
4 no-rent, house-payment residence, and forced to be moved to
5 a rent or house payment situation where there wasn't that
6 expenditure earlier, will the housing authority give aide to
7 those who need it?

8 Okay. And I think that's it. I am interested in
9 the environmental impact because we live right next to a
10 wiled life center, the Audubon in South El Monte.

11
12 BILL MARSH: On the San Gabriel Valley segment in
13 the various alignments, they should be looked at in
14 relationship to the alignment in the gold line extension.
15 So that any alignment isn't going to syphon off ridership
16 from the gold line.

17 (Proceedings concluded at 7:00 p.m.)
18
19
20
21
22
23
24
25

3

7 That said scoping meeting was taken before me at
8 the time and place therein set forth and was taken down by
9 me in shorthand and thereafter transcribed under my
0 direction and supervision, and I hereby certify that the
1 foregoing deposition is a full, true, and correct transcript
2 of my shorthand notes so taken.

16 IN WITNESS WHEREOF, I have hereunto subscribed my
17 name on this 30th day of October 2009.

18

19

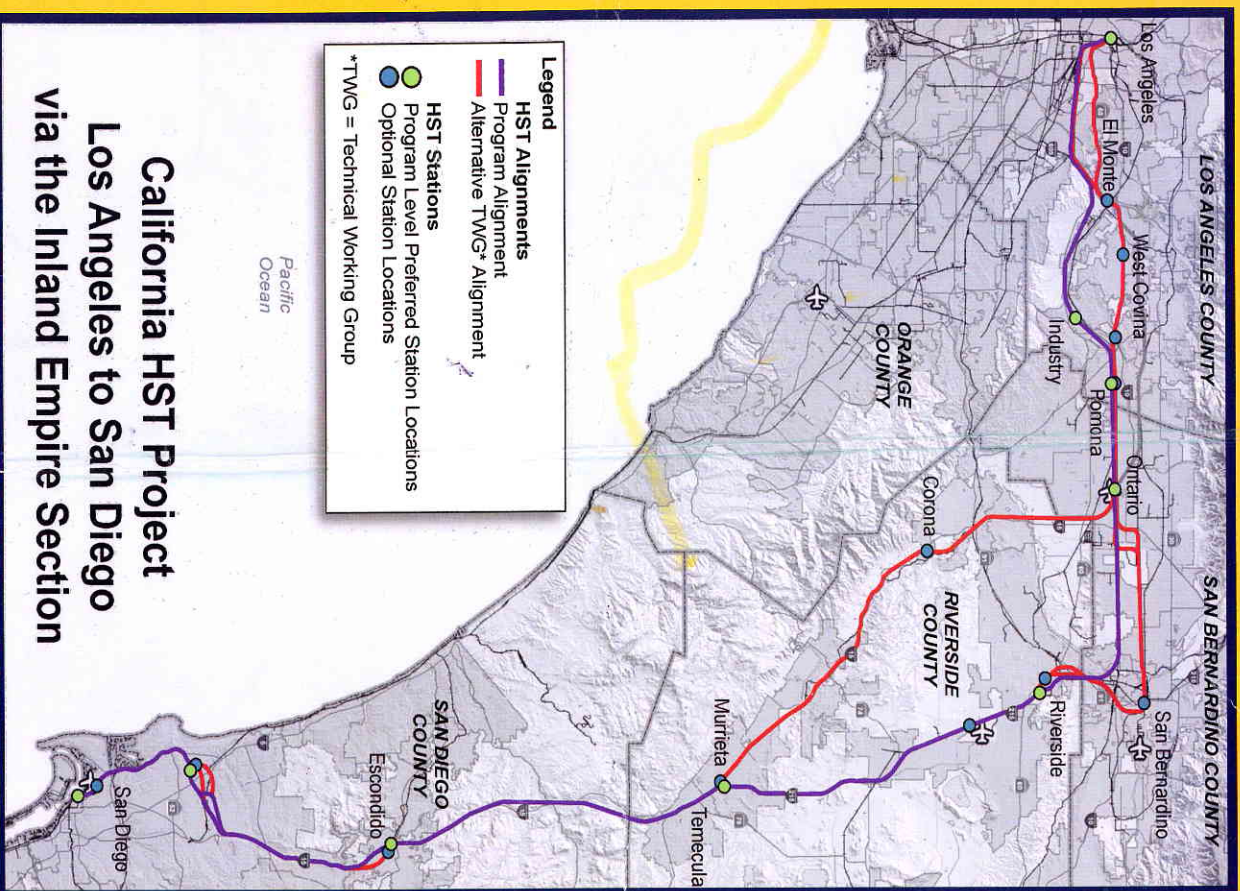
21

22

23

24

25



California HST Project Los Angeles to San Diego via the Inland Empire Section



Betty Raab
852 N Grand Ave
Glendora CA 91741-1928

SEP 28 2009

RECEIVED

Why not N-S -
from Glendora or
San Dimas 57 to
to hook up to the
orange county branch
to San Diego - a lot of
this would be eliminated from
samples to samples on freeways -
to Meam - I don't know etc. etc.
no more freeways please

Shanny Peak

PRESORTED
1st CLASS MAIL
U.S. POSTAGE
PAID
PERMIT NO. 14954
LOS ANGELES, CA



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print):

Michael G. Seitz

Mailing P.O. Box 4821

Address: Garden Grove

State: CA

Zip: 92842

Organization/Business

E-mail:

Address:

5442 East Permona Blvd. Los Angeles, CA 90022
1225 Durfee Ave. South El Monte, CA 91733

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

My Properties are located along the 60 Freeway and I do not wish to see them taken by eminent domain or expropriated in any way that will make a negative economic impact on the above locations

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: JESSE SALCEDO [salcedojj@worldnet.att.net]
Sent: Sunday, November 01, 2009 12:37 PM
To: HSR Comments
Cc: salcedojj@att.net
Subject: LA-SD HST Section via the Inland Empire

Hi:

OUR NAMES ARE: JOSEPH J. SALCEDO AND MY WIFE MARIA J. SALCEDO. WE LIVE AT: 11277 BYWAYS STREET, SOUTH EL MONTE, CA 91733. THIS HAS BEEN OUR HOME SINCE 1973. OUR HOME OF 36 YEARS, IT HAS SEEN US THROUGH GOOD AND BAD TIMES, PROTECTED US FROM RAINY STORMS, HOT SUMMER DAYS, AND WE HAVE ENJOYED PLEASANT AFTERNOONS SITTING UNDER OUR AVOCADO TREE, IT HAS THE BEST HASS AVOCADOS THIS SIDE OF HEAVEN, WE ALSO HAVE NUMEROUS HOUSE PLANTS, ORCHIDS, CLIVIAS, BROMELIADS AND VARIOUS OTHER GARDEN VARIETIES. IT'S NOT JUST THE SENTIMENTAL OR MONETARY VALUE OF OUR HOME. WE ARE SETTLED IN OUR COMMUNITY, AND ENJOY THE SOUTH EL MONTE SENIOR CENTER TO THE FULLEST. WE ALSO HAVE THE BEST NEIGHBORS YOU WOULD WANT LIVING NEXT DOOR TO YOU. OUR PLANS ARE TO LIVE OUT THE REST OF OUR DAYS IN OUR HOME IN PEACE AND QUIET. SO PLEASE, TAKE YOUR CALIFORNIA HIGH SPEED TRAIN SYSTEM AS FAR AWAY FROM THE PROPOSED 60/605 FREEWAY AND OUR HOME AS POSSIBLE. THANK YOU.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
SCOPING MEETING

-oOo-

Scoping meeting taken at Shepherd of the
Hills United Methodist Church, 333 S.
Garfield Avenue, Monterey Park, California,
commencing at 3:00 p.m., Wednesday,
October 21, 2009, before Katherine Jones,
CSR NO. 10097.

PAGES 1 - 5

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

PUBLIC COMMENTS :

KEN STERLING

PAUL SCHUBER

1 Wednesday, October 21, 2009; 3:00 p.m.

2 Monterey Park, California

3
4 -oOo-

5
6 KEN STERLING: My only comment is in choosing
7 between the two routes, it seems so me, to make more sense
8 to make the 215 go through San Bernardino, for two reasons:
9 You open up more Inland Empire access for folks in San
10 Bernardino and farther out, and eventually, go through the
11 pass towards Vegas and Phoenix, and that's a perfect place
12 to cut off and go in that other direction. You're already
13 there, so why not?

14
15 PAUL SCHUBER: The 60 Route, I like that, versus
16 the Union Pacific Route because it doesn't impact as much
17 residential or other areas there. I like the I-10 Route east
18 of that, versus the Metro Route or the UP Route, because it
19 will -- it will, hopefully, allow a station right there on
20 the 10, which will alleviate traffic on the 10.

21 The next one would be, I like the 15 route versus
22 the 215 route for development of the new areas of Riverside
23 County. I find that the route using the 215 goes far out
24 and provides a lot of different turns that would slow down
25 the railroad and put it in areas that aren't very

1 economically favorable.

2 And then, I like the Escondido option, transit
3 center, versus the Escondido Station. It provides
4 intermodal transportation connections with other modes.

5 The next one I like is the Mira Mar Road versus
6 the Carol Canyon option, because it doesn't impact the
7 environment as much.

8 And then, next to that would be, I like the
9 University City option station, versus the University City
10 station, because it would, then, be closer to the University
11 and, again, be able to connect with intermodal, as well.

12 (Proceedings concluded at 7:00 p.m.)
13
14
15
16
17
18
19
20
21
22
23
24
25

1 STATE OF CALIFORNIA)
) SS.

2 COUNTY OF LOS ANGELES)
3

4 I, KATHERINE JONES, Certified Shorthand Reporter
5 No. 10097 in the State of California, duly empowered to
6 administer oaths, certify:

7 That said Scoping Meeting was taken before me at
8 the time and place therein set forth and was taken down by
9 me in shorthand and thereafter transcribed under my
10 direction and supervision, and I hereby certify that the
11 foregoing deposition is a full, true, and correct transcript
12 of my shorthand notes so taken.

13 I further certify that I am neither counsel for,
14 nor related to any party to said action, nor in anywise
15 interested in the outcome thereof.

16 IN WITNESS WHEREOF, I have hereunto subscribed my
17 name on this 29th day of October 2009.

18
19 _____
20 KATHERINE JONES, CSR NO. 10097
21
22
23
24
25

1
2 PUBLIC SCOPING MEETING
3 CALIFORNIA HIGH-SPEED TRAIN SYSTEM
4 LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE
5
6
7
8

9 THURSDAY OCTOBER 29, 2009

10 3:00 P.M. TO 7:00 P.M.
11
12
13

14 HELD AT
15 POMONA FIRST BAPTIST CHURCH
16 586 NORTH MAIN STREET
17 POMONA, CALIFORNIA
18
19
20
21
22
23
24

25 Pages 1 - 8

Comments:

1. Edward Sewell

2. Rosa Moreno

3. Elsa Moreno

4. Mark Anthony Smith

1 POMONA, CALIFORNIA, THURSDAY, OCTOBER 29, 2009

2
3 MR. SEWELL: At first I was kind of against it
4 because of the five billion dollars. But I'm not
5 against it. I'm actually for it. You spread that five
6 billion over a few years and it will pay off.

7 But there's one reservation. Do not raise my
8 taxes. Just don't raise my taxes. We're paying too
9 much in taxes.

10 This shouldn't be taxpayer funded. I know
11 it's big. But like any business, start small, make it
12 pay. See what makes it pay. But going in headlong
13 without knowing what does pay is not the right way to
14 get into any kind of business, whether it's this or any
15 other.

16 This is a business. It has to be. And that's
17 my reservation on it. Too many takers, not enough
18 people earning. The first thing that can happen is
19 dangerous. So if they produce, fine.

20 Make it fair. If someone is going to use
21 something, they're the people -- like if we go to buy a
22 tool, we have a purpose in mind. We're buying the tool.

23 If a person buys a ticket on a bus, a ticket
24 on a train, they should be able to pay for it. And
25 that's that. If they can't, don't. Otherwise they're

1 not using good sense. No fly now pay later. It doesn't
2 work. We're being taxed to death now. That's about my
3 comment basically.

4 I know it's pretty heavy finances, but
5 otherwise you get too many hands out taking, taking.
6 And they'll take all the money first before anything is
7 actually in progress if you get too many planners or
8 consultants. After you while you get down to common
9 sense.

10 The concept is good. If the engineering is up
11 to it, the propulsion and the safety. You're going to
12 have grades. When it comes to California, you do have
13 different levels. It's not flat. Mountains and
14 deserts, and sea level.

15 I would like to know more about how they're
16 going to hold the rails together. If they're using
17 something to screw the rails down, fastening and then
18 lock the screw, fine.

19 If they're using old fashioned railroad ties
20 and spikes, I can show you, right along the coastline,
21 Laguna, there's spikes where they actually move
22 themselves up, up, just due to the vibration, out of the
23 wood. And they're laying flat, setting rails on wood
24 there. Nothing to held them down. I've seen that
25 personally myself. How do you hold those rails down?

1 You don't need a rotating train.

2 (comment concluded)

3 ROSA MORENO AND ELSA MORENO: (via interpreter) We live
4 at 1295 Cornelia Street in Pomona, California. We live
5 also near the 71 Highway and the 10 freeway, near where
6 they are proposing to build the high-speed train rail.

7 The first comment, what is going to happen with us
8 if they're going to relocate us, and if this project
9 will affect us. And we are happy that Pomona will
10 benefit from the project and provide jobs. It seems to
11 be a very good project.

12 We want to know more about the relocation property
13 acquisition process once a decision is made for the
14 alignment, and we want to continue to be informed of any
15 new developments that affect us directly. We are
16 concerned about how that will affect our home and our
17 community. We are hopeful that this project will
18 benefit our community.

19 (comment concluded)

20 MARK ANTHONY SMITH: I live at 965 North Lilac
21 Place, Pomona, California 91768. I think that when they
22 were saying that they want to have only one stop between
23 Union Station and Ontario Airport, it doesn't make any
24 sense, meaning you have two major interchanges between
25 Ontario and Union Station, and those interchanges is the

1 57/210/10 freeway, and then you have the 71 that can
2 also feed into it. Then on the 10 route you have the
3 605/10.

4 And the reason why they need stops at those areas
5 is because you serve a lot of people with ease that
6 could come down. Like, for instance, if you went with
7 the 10/605 interchange, what would happen is people can
8 come down from Duarte, Pasadena, and Monrovia and all
9 those cities in the foothills, they come down. People
10 from Whittier and the areas south can come up. And
11 people in that immediate area, Baldwin Park, West Covina
12 and Rosemead to the west can all come in. In other
13 words, perfect feeder, right?

14 Then out near Pomona you can serve this eastern end
15 of the San Gabriel Valley, because if you were to put a
16 stop at either Cal Poly or the 57/210 interchange,
17 because it's in that area, you would have people to be
18 able to come down from San Dimas, La Verne, Glendora,
19 and going to the east, Claremont, Montclair, coming up,
20 Diamond Bar, and to the west, Walnut. From the east,
21 maybe some people from Montclair and Chino.

22 But those two interchanges serve to make it
23 easier for people to feed into it if you were to come
24 down the 10 route, or if you were to use the railroad
25 tracks, the old Southern Pacific Railroad tracks which

1 is the new Union Pacific tracks, if you were to come
2 down that route, those would be the best interchanges
3 because they're right there for people to come there,
4 and you would have to just set stations in that vicinity
5 and it would be easy access for the different freeways
6 feeding into it.

7 But my feeling is that to just have one stop
8 between Los Angeles Union Station and Ontario doesn't
9 make any sense because this area is big, and they have
10 the populace to support it.

11 I guess that's it.

12 (comment concluded)
13
14
15
16
17
18
19
20
21
22
23
24
25

3
4
5
6
7
8
9
0
1
2
3
4
5
6
7
8
9
0
1
2
3
4
5

That the Transcript of Proceedings was taken down by me in shorthand at the time and place therein named, at which times the witnesses were placed under oath and were sworn by me to tell the truth, the whole truth, and nothing but the truth;

I further certify that I am neither counsel for any party in said action, nor am I related to any party to said action, nor am I in any way interested in the outcome thereof.

IN WITNESS WHEREOF, I have subscribed my name
this 30th day of October, 2009.

RUBEN GARCIA, CSR No. 11305

1
2 PUBLIC SCOPING MEETING
3 CALIFORNIA HIGH-SPEED TRAIN SYSTEM
4 LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE
5
6
7
8

9 THURSDAY OCTOBER 29, 2009

10 3:00 P.M. TO 7:00 P.M.
11
12
13

14 HELD AT
15 POMONA FIRST BAPTIST CHURCH
16 586 NORTH MAIN STREET
17 POMONA, CALIFORNIA
18
19
20
21
22
23
24

25 Pages 1 - 8

Comments:

1. Edward Sewell

2. Rosa Moreno

3. Elsa Moreno

4. Mark Anthony Smith

1 POMONA, CALIFORNIA, THURSDAY, OCTOBER 29, 2009

2
3 MR. SEWELL: At first I was kind of against it
4 because of the five billion dollars. But I'm not
5 against it. I'm actually for it. You spread that five
6 billion over a few years and it will pay off.

7 But there's one reservation. Do not raise my
8 taxes. Just don't raise my taxes. We're paying too
9 much in taxes.

10 This shouldn't be taxpayer funded. I know
11 it's big. But like any business, start small, make it
12 pay. See what makes it pay. But going in headlong
13 without knowing what does pay is not the right way to
14 get into any kind of business, whether it's this or any
15 other.

16 This is a business. It has to be. And that's
17 my reservation on it. Too many takers, not enough
18 people earning. The first thing that can happen is
19 dangerous. So if they produce, fine.

20 Make it fair. If someone is going to use
21 something, they're the people -- like if we go to buy a
22 tool, we have a purpose in mind. We're buying the tool.

23 If a person buys a ticket on a bus, a ticket
24 on a train, they should be able to pay for it. And
25 that's that. If they can't, don't. Otherwise they're

1 not using good sense. No fly now pay later. It doesn't
2 work. We're being taxed to death now. That's about my
3 comment basically.

4 I know it's pretty heavy finances, but
5 otherwise you get too many hands out taking, taking.
6 And they'll take all the money first before anything is
7 actually in progress if you get too many planners or
8 consultants. After you while you get down to common
9 sense.

10 The concept is good. If the engineering is up
11 to it, the propulsion and the safety. You're going to
12 have grades. When it comes to California, you do have
13 different levels. It's not flat. Mountains and
14 deserts, and sea level.

15 I would like to know more about how they're
16 going to hold the rails together. If they're using
17 something to screw the rails down, fastening and then
18 lock the screw, fine.

19 If they're using old fashioned railroad ties
20 and spikes, I can show you, right along the coastline,
21 Laguna, there's spikes where they actually move
22 themselves up, up, just due to the vibration, out of the
23 wood. And they're laying flat, setting rails on wood
24 there. Nothing to held them down. I've seen that
25 personally myself. How do you hold those rails down?

1 You don't need a rotating train.

2 (comment concluded)

3 ROSA MORENO AND ELSA MORENO: (via interpreter) We live
4 at 1295 Cornelia Street in Pomona, California. We live
5 also near the 71 Highway and the 10 freeway, near where
6 they are proposing to build the high-speed train rail.

7 The first comment, what is going to happen with us
8 if they're going to relocate us, and if this project
9 will affect us. And we are happy that Pomona will
10 benefit from the project and provide jobs. It seems to
11 be a very good project.

12 We want to know more about the relocation property
13 acquisition process once a decision is made for the
14 alignment, and we want to continue to be informed of any
15 new developments that affect us directly. We are
16 concerned about how that will affect our home and our
17 community. We are hopeful that this project will
18 benefit our community.

19 (comment concluded)

20 MARK ANTHONY SMITH: I live at 965 North Lilac
21 Place, Pomona, California 91768. I think that when they
22 were saying that they want to have only one stop between
23 Union Station and Ontario Airport, it doesn't make any
24 sense, meaning you have two major interchanges between
25 Ontario and Union Station, and those interchanges is the

1 57/210/10 freeway, and then you have the 71 that can
2 also feed into it. Then on the 10 route you have the
3 605/10.

4 And the reason why they need stops at those areas
5 is because you serve a lot of people with ease that
6 could come down. Like, for instance, if you went with
7 the 10/605 interchange, what would happen is people can
8 come down from Duarte, Pasadena, and Monrovia and all
9 those cities in the foothills, they come down. People
10 from Whittier and the areas south can come up. And
11 people in that immediate area, Baldwin Park, West Covina
12 and Rosemead to the west can all come in. In other
13 words, perfect feeder, right?

14 Then out near Pomona you can serve this eastern end
15 of the San Gabriel Valley, because if you were to put a
16 stop at either Cal Poly or the 57/210 interchange,
17 because it's in that area, you would have people to be
18 able to come down from San Dimas, La Verne, Glendora,
19 and going to the east, Claremont, Montclair, coming up,
20 Diamond Bar, and to the west, Walnut. From the east,
21 maybe some people from Montclair and Chino.

22 But those two interchanges serve to make it
23 easier for people to feed into it if you were to come
24 down the 10 route, or if you were to use the railroad
25 tracks, the old Southern Pacific Railroad tracks which

1 is the new Union Pacific tracks, if you were to come
2 down that route, those would be the best interchanges
3 because they're right there for people to come there,
4 and you would have to just set stations in that vicinity
5 and it would be easy access for the different freeways
6 feeding into it.

7 But my feeling is that to just have one stop
8 between Los Angeles Union Station and Ontario doesn't
9 make any sense because this area is big, and they have
10 the populace to support it.

11 I guess that's it.

12 (comment concluded)
13
14
15
16
17
18
19
20
21
22
23
24
25

2 COUNTY OF LOS ANGELES)

3

6 That the Transcript of Proceedings was taken
7 down by me in shorthand at the time and place therein
8 named, at which times the witnesses were placed under
9 oath and were sworn by me to tell the truth, the whole
0 truth, and nothing but the truth;

14 I further certify that I am neither counsel
15 for any party in said action, nor am I related to any
16 party to said action, nor am I in any way interested in
17 the outcome thereof.

20

21

22

23 RUBEN GARCIA, CSR No. 11305

24

25

CALIFORNIA HIGH-SPEED TRAIN PROJECT
SCOPING MEETING

-oOo-

Scoping meeting taken at Shepherd of the
Hills United Methodist Church, 333 S.
Garfield Avenue, Monterey Park, California,
commencing at 3:00 p.m., Wednesday,
October 21, 2009, before Katherine Jones,
CSR NO. 10097.

PAGES 1 - 5

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

PUBLIC COMMENTS :

KEN STERLING

PAUL SCHUBER

1 Wednesday, October 21, 2009; 3:00 p.m.

2 Monterey Park, California

3
4 -oOo-

5
6 KEN STERLING: My only comment is in choosing
7 between the two routes, it seems so me, to make more sense
8 to make the 215 go through San Bernardino, for two reasons:
9 You open up more Inland Empire access for folks in San
10 Bernardino and farther out, and eventually, go through the
11 pass towards Vegas and Phoenix, and that's a perfect place
12 to cut off and go in that other direction. You're already
13 there, so why not?

14
15 PAUL SCHUBER: The 60 Route, I like that, versus
16 the Union Pacific Route because it doesn't impact as much
17 residential or other areas there. I like the I-10 Route east
18 of that, versus the Metro Route or the UP Route, because it
19 will -- it will, hopefully, allow a station right there on
20 the 10, which will alleviate traffic on the 10.

21 The next one would be, I like the 15 route versus
22 the 215 route for development of the new areas of Riverside
23 County. I find that the route using the 215 goes far out
24 and provides a lot of different turns that would slow down
25 the railroad and put it in areas that aren't very

1 economically favorable.

2 And then, I like the Escondido option, transit
3 center, versus the Escondido Station. It provides
4 intermodal transportation connections with other modes.

5 The next one I like is the Mira Mar Road versus
6 the Carol Canyon option, because it doesn't impact the
7 environment as much.

8 And then, next to that would be, I like the
9 University City option station, versus the University City
10 station, because it would, then, be closer to the University
11 and, again, be able to connect with intermodal, as well.

12 (Proceedings concluded at 7:00 p.m.)
13
14
15
16
17
18
19
20
21
22
23
24
25

1 STATE OF CALIFORNIA)
) SS.

2 COUNTY OF LOS ANGELES)
3

4 I, KATHERINE JONES, Certified Shorthand Reporter
5 No. 10097 in the State of California, duly empowered to
6 administer oaths, certify:

7 That said Scoping Meeting was taken before me at
8 the time and place therein set forth and was taken down by
9 me in shorthand and thereafter transcribed under my
10 direction and supervision, and I hereby certify that the
11 foregoing deposition is a full, true, and correct transcript
12 of my shorthand notes so taken.

13 I further certify that I am neither counsel for,
14 nor related to any party to said action, nor in anywise
15 interested in the outcome thereof.

16 IN WITNESS WHEREOF, I have hereunto subscribed my
17 name on this 29th day of October 2009.

18
19 _____
20 KATHERINE JONES, CSR NO. 10097
21
22
23
24
25